

Intimation.

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HIGH CLASS
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Potash, Selzer & B. P. Soda ..	50
Lemonade ..	65
Tonic Water ..	75
Lithia Water ..	75
Ginger Ale ..	75
Sarsaparilla ..	75
Orange Champagne ..	75
Lemon Squash ..	75
Raspberryade ..	75

SPECIALTIES:

Sinno Ginger Beer ..	85
Dry Ginger Ale ..	50
Lime Fruit Cham- pagne ..	50

Bottles will be charged for at the Rate of \$1.20 per dozen, and credited in full on being returned in good condition.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 30th April, 1910. [28]

NOTICE.

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.

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The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 24, 1910.

HOW TO LIVE IN THE TROPICS.

Dr. Lieberman's little book, translated by Miss Falcke and amplified by Dr. Newham, is so useful that not only those who are stationed in places without a doctor will find it instructive. It is above all brief, one of the greatest virtues in such a work. It does not pretend to be an encyclopaedia, but is intended to benefit those whose business or pleasure may take them to tropical countries, and therefore gives concisely the correct information as to what to do and what not to do in almost all emergencies occurring in the Tropics. The author tells us that the consequences of living in a tropical climate are—

- (1) Increased perspiration.
- (2) Increased thirst.
- (3) A tendency to constipation.
- (4) A somewhat increased activity of the heart.
- (5) A tendency to slight enlargement of the liver caused by (3).

He then details the particular rules for living which are necessary to counteract these effects, namely, rules about 1. Food, 2. Drink, 3. Sleep, 4. Dressing, 5. Clothing,

baths and other comforts. With regard to food a necessary warning is given against savouries such as anchovies, etc., which induce thirst. We have noticed that the strongest and healthiest people in the East are those who never touch spiced or peppered or "salted" food, and who no matter how greatly tempted deny themselves all curries and all dainties which induce thirst. The greatest moderation in drinking any kind of liquid is enjoined. Now this sounds a counsel of perfection, but *crude experts* drink as little as possible of anything and nothing of any kind of concentrated alcohol, and you have a rule which, conjoined with the other regarding food will preserve you from a great number of the worst discomforts, and sicknesses of hot climates. We know of several people, who formerly accustomed to drink freely at all hours of the day, succeeded in less than a week in controlling the painful thirst that afflicts everyone in the heat. Light red and white wines mixed with boiled water or soda water are forbidden, but we are warned that much soda water inflates the bowels. Beer is absolutely forbidden. This sounds hard, but it is part of the price we have to pay for living out here. We have our choice between Home or suffering sooner or later from troublesome ailments and sometimes dangerous diseases. An interesting chapter on malaria explains this wretched curse, its origin and treatment, and how to prevent it personally and generally. Stress is laid on the necessity of taking quinine as a prophylactic. "In districts where mosquitoes are a veritable plague, veils and gloves should be worn. It is particularly necessary to protect the regions of the neck and ankles at evening time." Of course, mosquito nets must always be used, and "if within the bounds of possibility one should retire into a mosquito screened apartment at 6 p.m." This is usually "beyond the bounds of possibility" for most of us, but we quote it to show how important it is to avoid being bitten by mosquitoes. There are valuable hints on blackwater fever, dysentery, plague, cholera, etc. Advice as to skin-diseases, dhoti-itch, etc. is given, as well as about water supply, milk, and other matters of importance. Our own long experience of life in hot climates corroborates every word of this useful little work, but why should the author, or authors, make us smile, though somewhat ruefully, at such a naive remark as "No children should be taken to live in a district where malaria is common." Alas! in which district, out here for instance, is it not common?

LOCAL AND GENERAL.

TO-DAY being Empire Day, the local Courts were closed to business.

ENGINEER-LIEUT. F. B. JACQUES has been appointed to the *Monmouth*, to date April 16.

CAPTAIN C. J. EYLES has been appointed to the *Tauris*, and as commodore, second class, in charge at Hongkong, to date 14th ult.

SIR FRANCIS PIGGOTT (Chief Justice, Hongkong) was among a large number of guests entertained at dinner on 20th ult., the Grand D.J. in Eastern territory, by the treasurer, Mr. Pembroke Stephens, K.C., and the Master of the Bench of Lincoln's Inn.

SHANGHAI experienced one of the most severe thunderstorms of recent years on Saturday night. The rain came down in sheets, the thunder was terrific and the lightning flashes were extremely vivid. Shortly before eight o'clock a bolt of lightning struck the lightning rod of the Hongkong Bell tower and ran off into the ground. The tower watchman received a slight shock. The bolt as it struck the ground connected with the station telephone wires and started all the bells ringing.—*Mercury*.

THE marriage of Vice-Admiral the Hon. Sir Hedworth Lambton, who has just relinquished the command of the China Squadron, brother of the Earl of Durham and Viscountess Chelsea, widow of the late Viscount Chelsea (elder son of Earl Cadogan), took place quietly on 18th ult. at St. Paul's, Knightsbridge. The service was choral, and the ceremony was performed by the Rev. H. E. Gamble, rector of Holy Trinity, Sloane-street, and the Rev. F. L. Boyd, vicar of St. Paul's. Lord Allington gave his sister away. She was married in a costume of pale blue satin charmeuse, the bodice trimmed with cream lace net, and having a yoke of fine cream, while the skirt was a large pale blue straw hat, adorned with a long pale blue ostrich feather, and her ornaments included a necklace of pearls. Colonel the Hon. William Lambton, brother of the bridegroom, was best man, and among the few relations and friends present at the church were the Duchess of Buccleuch, of Abercorn, the Earl of Durham, Lady Wolverton, Lady St. Oswald, Lady Farquhar, Lord and Lady Robert Cecil, Lady Evelyn Baring, Anne Lambton, Hon. Claud and Mrs. Lambton, Master Hedworth Lambton and Miss A. Lambton, the Hon. George and Mrs. Lambton, the Hon. D'Arcy Lambton, the Hon. Francis Lambton, Sir Charles and the Hon. Lady Hardinge, Admiral of the Fleet Sir Charles Holman, Captain Grindell, R.N., Captain Clinton Baker, R.N., Commander F. O. Lewis, R.N., Mrs. Percy Bennett, Mr. C. G. Barrington and Mrs. Barrington. The wedding party afterwards met at Lord and Lady Allington's house in Portman-square, where luncheon was served before the departure of the bride and bridegroom for their honeymoon tour.—*L. & C. Express*.

"EMPIRE" DAY.

PUBLIC HOLIDAY.

Today being "Empire" Day, the Government Departments, Banks, and mercantile houses were closed to business, and the day was observed as a public holiday.

CHILDREN'S SERVICE.

A children's service was held at St. John's Cathedral this morning.

THE BOYS' OWN CLUB.

The second annual athletic meeting of the Boys' Own Club, which was to have taken place to-day, has been cancelled on account of the death of King Edward. The committee have, however, decided to hold an aquatic fête this season.

"DAILY MAIL" COMPETITION.

The Hongkong Volunteer Reserve Association team is shooting for the *Daily Mail* Competition at the King's Park Range this afternoon.

BOYS' OWN CLUB.

SHIELD, PRESENTED BY MRS. A. J. DAVID.

We understand that a shield has been presented by Mrs. A. J. David for competition by yet been definitely decided, as we believe that the donor has left it to the discretion of the committee of the Club. In order that the greatest interest may be stimulated, the committee will let the matter stand over for discussion after the annual meeting which is to be held on the 4th June. Besides Mrs. David's shield, which will be on view at Wang King's Jeweller's store, Mr. A. H. Carroll, the energetic chairman of the Boys' Own Club, has been promised two or three challenge cups, which go to show that this junior club is deservedly earning increased popularity.

STRAITS BERTRAM FORWARD SALBS.

There has been a good deal of doubt felt here respecting the alleged sale forward of a portion of the Straits Bertram rubber output for 1910, the price for a forward sale being so extremely favourable. We can only say that the authority was a mail piper. And by the German mail of the 19th ult. came a corroboration of the statement in the financial column of the *Daily Mirror* (April 18th), a paragraph in which reads thus:—

"An important development worthy of note is that the Straits Settlement (Bertram) Company has sold its production of rubber for some time to come to the extent of two tons per month at a profit of 11s per lb for delivery from January to December, 1910. The shares were not influenced by this statement, which is eloquent testimony to the remarkable confidence in the future of rubber."—*Singapore Free Press*.

MERCANTILE MARINE.

HARDSHIP TO CAPTAINS AND OFFICERS.

The detection of Captains and Officers for Board of Trade inquiries, who are not implicated in any way, but are able to give material evidence, is calculated at times to bring about very great hardships as it has occurred a great many times that men have been obliged to throw up their positions and remain on shore, perhaps for months, after an inquiry has been finished with, without any opportunity whatever of finding employment, especially as times are at present with so many Captains and Officers seeking employment. It may be remembered that some time ago, a Mr. Raker who was acting as Second Officer at the time of the loss of the *s.s. Trade* near Sixteen Head suffered greatly in this respect and the Guild strongly urged upon the Board of Trade at that time to devise some means whereby the evidence of witnesses in such cases could be taken on commission, thus enabling them to sail in their ships. In connection with this important matter to Captains and Officers the Guild have now received the following communication from the Marine Department of the Board of Trade in reply to their representations:—

Marine Department, London, 21st April 1910.

"Sir, With reference to your letter of the 18th June last, and to previous correspondence, I am directed by the Board of Trade to state that they have had under consideration cases in which loss is said to have been sustained by mercantile marine officers through being detained to give evidence at official inquiries into shipping casualties. A scheme has been placed before the Board whereby officers of the merchant service may insure themselves against the loss to which they are put by detention for the purpose of giving evidence at wreck inquiries and Local Marine Board investigations. I am to inquire whether the Merchant Service Guild would be disposed to nominate a Representative to attend a Conference at this office at which the scheme might be carefully considered.—I am, Sir,

Your obedient servant,
(Signed) R. O. HERON-MAXWELL.

The Secretary,
Merchant Service Guild,
Liverpool.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate General to-day:—

Manila, 24th May, 11.45 a.m.
Cyclone or Typhoon W. of Luzon more than 100 miles distant, developing.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

HONGKONG PRISON.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,— "Casual Critic" in your Saturday edition complains that "that wholesome institution known as Victoria Goal is fast becoming the criminal's paradise." He bases this flattering or unflattering epithet on the ease with which criminals, some of them under long sentence, seem to be able to escape from that goal. This is a matter for the prison authorities to attend. What I object to is the word "paradise" being applied to describe a goal in Hongkong. I have heard such accounts of it that I am sure Europeans would call it by another name. As for the Chinese, they seem to like it so little that they escape whenever they can. I know that compared with Chinese prisons the Hongkong goal may be "paradise" enough, but it is true that in the case of Europeans many of the antiquated and de-humanizing regulations which still disgrace many of our home prisons are in force here? I am not a sentimental man, Sir, but I know how to distinguish between punishment and torture, and I should like to know whether it is really true that Europeans in Hongkong are forced to do "hard-drill" and the like useless and killing their constitution. Can it be true? I shall be glad if you or someone will answer, for we are very ready to cry out against Chinese tortures, but *multis in malis*, may we not be torturers too?—Yours truly,

Hongkong, 23rd May, 1910.

AT a sale of stamps in the Argyle Galleries on 19th ult. Messrs. Gleninching and Co. sold a Hongkong, April 1898, 1 dollar and 95 cents, a mint horizontal pair, one stamp with surcharge, for £3; and a German Colonies, Kiaochow, 1905, 1 dollar, carmine and black, superb mint, for £2 2s.

THE first stage of the projected five years campaign against the aborigines of Formosa has been concluded by the capture of two mountain fastnesses of these people, namely, Maybarai and Yulia. Nothing is said as to the nature of the resistance encountered or of the casualties on either side, from which silence it is perhaps fair to infer that the resistance offered by the aborigines was not very stubborn.

AT a great Nationalist demonstration at Armagh, Ireland, Mr. John Redmond, M.P., leader of the party, said that he considered the late King Edward a friend of Ireland and he trusted that his successor would have the same feeling towards the island. After a decent interval of mourning the people's cause against the House of Lords must go on without delay. Victory meant Home Rule. Mr. T. P. O'Connor, M.P., spoke at Belfast to similar effect and expressed the hope that King George would soon open the Irish Parliament.

THE following telegraphic information has been received from the Sumatra Director and Manager of the Maatschappij tot Mijde-Boschen Landbouwexploitatie in Langkat, Ltd.:—

Daily aggregate output of Crude Petroleum ..	110,000
Crude Petroleum in Tanks at date ..	230,000
Kerosene made since the date of the preceding half-monthly telegram ..	99,000
Kerosene shipped since the date of the preceding half-monthly telegram ..	98,000
Kerosene in stock at refinery at date ..	34,000

IN celebration of Primrose Day on 19th ult. the statue of the Earl of Beaconsfield in Parliament-square, London, was surrounded by floral decorations, one of the chief being a representation of a map of the British Empire, the Mother Country and her Dominions being outlined in red flowers and the rest of the map in Neapolitan violets and stocks. Round the map was the inscription: "Imperialism and Unity," whilst below there was inscribed "Peace with Honour—in Memory of the Right Hon. the Earl of Beaconsfield, K.G. Died 19 April, 1891.—From Mr. K. E. Bellios." In front of the monument, on the ground, was a box of primroses, the tribute of Mr. R. E. Bellios.

WE have recently been in communication with the General Post Office on the question of the despatch, via Siberia, of piloted papers from ports and places in China. We are informed that packets prepaid at the rate of postage applicable to piloted papers are not accepted for transmission by the route of Siberia at the Agencies in China of the Hongkong Post Office, nor, it is understood, at Chinese Imperial Post Offices. There seems to be a distinct anomaly here, because such packages can be sent at the newspaper rate through other foreign postal agencies in China. The authorities concerned might look into this matter with a view to remedying such an absurd state of affairs, which leaves the Britisher at a distinct disadvantage if he would patronise his own national.—*L. & C. Express*.

THE PORT OF CHINCHOU.

Mr. Hughes, engineer, has sent in a report that the cost of establishing an efficient port at Chinchou would be £1,700,000.

It is understood that Mr. W. D. Straith (the representative of the United States financial syndicate interested in Manchuria), is prepared to advance the money in connection with the scheme for the construction of the Chinchou-Aigun Railway.—*N. C. & A. News*.

CANTON DAY BY DAY.

SCARCITY OF RICE.

(From Our Own Correspondent.)

Canton, 18th May.
At present rice is scarce in the district of Canton and the people are in a state of anxiety. Should no steps be taken immediately by the authorities to do something to relieve the people's anxiety, it can hardly be expected that the city will be altogether free from disturbance. Besides the submission of a joint petition by the local gentry, the Kwangtung Provincial Deliberative Council has addressed an official despatch to the Viceroy, urging him to devise means to raise funds for the purpose of purchasing large quantities of rice from foreign countries so as to supply the wants of the people. Fortunately the Viceroy agrees with the opinion of the local gentry and the members of the Deliberative Council and His Excellency to-day gave instructions to the Provincial Treasurer to appropriate a sum of money from the Government treasury and to send orders to Annam and Siam, etc. for large quantities of rice to be shipped to Canton for cheap distribution among the people in the same manner as was done two years ago.

As the outcome of the proposal of H.E. Viceroy Yuan to grant the salt monopoly of the Kwangtung salt to a certain landlord, considerable agitation was created by the people and special Commissioner An On Lan was deputed by the Ministry of Finance at Peking to Canton to investigate the matter. Happily Commissioner An On Lan differs from the views of the Viceroy and the question of forming the monopoly has since dropped, and the matter reverted to the old state of things. But with regard to the proposed abolition of the gambling farms in Kwangtung, there is still hardly any prospect that sufficient funds can be raised to make good in part the loss of the Government revenue, so the Imperial Government has arrived at the conclusion that the Kwangtung salt merchants should be ordered to pay an increased annual rental of £300,000, tael, to which amount the salt merchants have now agreed.

At 1.30 a.m. last night an outbreak of fire occurred at Fong Tsun, Fali. The fire continued to burn for three hours and destroyed some thirty buildings.

Plague is prevalent in the district of Siu Hing and during the 3rd moon some two hundred and fifty cases of the disease were reported to have occurred in the city of that district. "The residents of the locality have made arrangements for a procession to walk round the streets with a view of driving away the evil spirits."

With reference to the outbreak of fire at Fong Tsun as reported yesterday, it is now learnt that seventy-two buildings were destroyed instead of thirty. The occupants of the buildings were almost all people of the boat population, and neither their buildings nor their belongings were covered by insurance.

CANTON-KOWLOON RAILWAY.
Liang Si Yu, a member of the Ministry of Posts and Communications at Peking, who was deputed to Canton to investigate matters in connection with the Canton-Kowloon Railway (Chinese section) left here yesterday by a gunboat for Hongkong en route to Peking.

DARING ROBBERY.
A house, No. 28, Kwong Ngar Lane, in the Western suburb, belonging to a well-to-do man, was entered by four robbers in broad daylight, shortly after noon on the 20th instant. The robbers confined all the inmates of the house in one room, and they then ransacked the premises. It was impossible for the inmates of the house to raise an alarm, so the robbers went through the whole house without being interrupted. They carried away jewellery, gold ware and valuable articles to the value of some three thousand dollars. The police are now endeavouring to hunt down the robbers.

MURDER.
On the 19th inst. a man in possession of about a thousand dollars in his pocket was murdered by two robbers on the bank close to the Canton Medical College. The robbers relieved the victim of his money, and in trying to make their escape, one of the murderers was arrested by the police, and was sent to the Taotai of Canton for punishment.

CANTON-HANKOW RAILWAY.
Mr. Jerng Tin Yu who has secured the largest number of votes at the election held on the 9th instant by the Canton-Hankow Railway Company and was offered the post of president of the Company by the majority of the railway shareholders, has declined the appointment.

IMPENDING FAMINE.

The people in the Canton district are at present in urgent need of a plentiful supply of rice. H.E. Yuan has given instructions to the Provincial Treasurer, Chan Kwai Lip, to appropriate a sum of 300,000 taels from the Government treasury towards the funds for the purchase of rice from Annam and Siam, etc. for cheap distribution in Canton. The work in connection with this matter is now placed in the hands of the committees of the charitable institutions.

THE VICEROY.
Tao-tai Shom Tung Fong, H. E. Viceroy Yuan's chief secretary, left here to-day for the North. A few days ago H. E. Yuan sent a large quantity of his furniture and other articles to his native home in the Hunan province. From the present outlook of affairs and H. E. Yuan's movement there is every reason to believe that H. E. Yuan may either be permitted to resign or be transferred from Canton before long.

On the 16th instant a gang of some eighty robbers attacked the village of Mak Tsun, in the Shun Tak district, where three houses were ransacked. The robbers carried away a large quantity of booty in addition to two children. The whereabouts of the kidnapped children are still unknown at present. Immediately on the following day the neighbouring village named Lo Shui was also visited by robbers and six houses were held up. The occurrence of these two cases of robbery has been reported to the Canton officials.

ANGLO-MALAY RUBBER.

ANNUAL MEETING.

The fourth ordinary general meeting of the Anglo-Malay Rubber Company, Limited, was held on April 20 at the London Chamber of Commerce, Sir Frank A. Swettenham, O.C.M.G. (the chairman), presiding.

The Chairman said: Beyond the facts stated in the directors' report there is little to tell you about the condition of the estates, for the excellent reason that everything is in good order. I am sure that you have noticed with satisfaction that the cost of production last year, including all charges, i.e. b. Port Swettenham, worked out at the low figure of 10s 2-5d per pound. The health on the estates is improving and the factories are in good order, but you will understand that, dealing as we do with a large and over-increasing quantity of rubber, we must continue to spend money on machinery. The labour supply is good, the managing staff is able and energetic.

The estimated crop for 1910 is 700,000 lb. of dry rubber, and I may mention here that the board made contracts in July last year for the sale of 60 tons of 1910 rubber at 5s 10d per pound and 30 tons at 6s 3d per pound—that is to say, we sold forward rather under one third of the estimated crop. As announced to shareholders at the time, 30 tons of the 1911 crop have been sold at 9s per pound. These at a time when the rubber market was in a very different position from what it is to-day, and we secured thereby a profit on every pound of rubber sold, which we felt it would be unwise to neglect. We propose to clear and plant 700 acres this year, and we estimate that the work will cost us about £35,500.

Our capital has been exhausted for some time, and last year we wrote off out of profits £14,819 13s 10d of development expenditure. Whilst we had capital we charged the cost of maintaining all immature rubber to that account, and since then we have made no real extensions. It appears to my colleagues and to me that, having regard to the present high price of rubber and the large profits the company is earning, we must, with due regard to your interests, either place a certain amount of the profits to reserve or pay for developments out of revenue and treat that expenditure as the equivalent of a reserve. (Applause.) The cost of bringing the whole 5,000 acres into bearing is estimated at £70,000, which would be spread over the next six or seven years.

Mr. Walker said the writing off of £14,819 from development account meant that the shareholders were losing that which would otherwise have been available as dividend, and this, supplemented by the additional amount carried forward, was equal to 10 per cent upon a capital of £150,000. He was very glad indeed to receive a dividend of 80 per cent in respect of the past year, but it had to be borne in mind that a good many shareholders had paid very high prices for their shares, so that to them the dividend return was rather small. The average price received for their rubber of 66 3d per pound was appreciably smaller than the figure shown by some other companies, one of which had realised 7s 2d per pound; if the Anglo-Malay Company had realised that figure for their rubber it would have meant another £29,000 of income. He was not there to criticise the board, feeling sure that they had given their best efforts to furthering the interests of the shareholders, but he did urge that the policy of selling rubber forward should not be continued. They were told that 60 tons had been sold forward this year at an average price of 5s 11d, whereas this week they had sold some of their rubber at 12s 3d, so that someone was making a very fair profit out of the company.

Mr. Ducean said it was quite possible that the forward contracts did not work out very well, because the price of rubber had gone up; but from the point of view of an ordinary business man, it was certainly well to secure a certain amount of profit when it was possible to make it. Two and a half years ago rubber was at 3s. 9d. per pound, and when it was possible to make a contract at 5s. or 5s. 6d. it was quite reasonable to regard that as a very good price. Speaking personally, he would say that if, by any chance, they could make a forward contract for the whole of this year's production at the present price he would consider it advisable to make it. (Hear, hear.) Even if rubber went up to 10s. they would still be getting a magnificent profit. It was not the business man's price of view to go absolutely for the last penny.

The Chairman further said, with regard to the question of a new issue, that it would appear that a majority of those present were in favour of an increase of capital, rather than of adopting the view which the board had put forward. He and his colleagues, however, had looked at the matter from all points of view, and they came to the conclusion that what they suggested was the most prudent method. He wished it to be remembered that if the capital were increased in the way suggested they would not have all the money which shareholders seemed to think for distribution among the shareholders. They surely could not suppose that any board in charge of the affairs of a prosperous company, or any board that cared for their own reputation, would allow the whole of the profit made to be distributed in dividends year by year.

Upon a show of hands being taken it was found that the meeting favoured the board's policy, and the Chairman added that unless a strong representation came from shareholders who were not present he thought the board would carry out the views indicated by the vote, which had just been given in what was certainly a fairly representative meeting. The motion for the adoption of the report was unanimously agreed to, and the payment of a final dividend of 30 per cent, less income tax, making, with the interim dividends, 80 per cent for the year, was authorised. It was then proposed by the Chairman that a donation of £50 should be given to the Cayton and Malayan Benevolent Fund, which was duly seconded and carried. On the motion of Mr. Eric Muller it was decided that a donation of £50 should also be given to the London School of Tropical Medicine.

BANKRUPTCY IN THE STRAITS.

DECREASE OF INSOLVENCY IN PENANG AND SINGAPORE.

The annual report on the Bankruptcy Department for 1909 is published as a supplement to the *Gazette* . The report bears date February 14, and is signed by Mr. D. Beatty as acting official assignee, who is now on leave. The financial statement (Singapore and Penang) shows receipts \$41,770, expenditure \$18,708. The revenue in Singapore for 1909 exceeded that of 1908 by \$7,476, the highest recorded since the ordinance came into operation. In Penang the increase of expenditure over 1908 was \$1,434. The revenue in Penang shows an increase over that of 1908 of \$976, the revenue exceeding the expenditure by \$1,512.

In Singapore there was a remarkable decrease in the number and importance of the bankruptcies with a consequent decrease in the amount of insolvency, the revenue earned being chiefly in respect of bankruptcies which occurred in 1908 and the preceding years. There was also a decrease in the number of bankruptcies in Penang.

THIS YEAR'S WORK.

In Singapore, there were issued in 1909 133 bankruptcy notices as against 94 in 1908. Receiving orders were made in 61 cases as against 100 in the previous year, 43 on creditor's petitions and 19 on debtor's petitions; the total number of petitions presented being 104 as against 111 in 1908. In Penang, there were filed 76 bankruptcy notices, which resulted in the filing of 56 petitions—53 by creditors and three by debtors; 15 receiving orders were made. In Singapore four interim receiving orders were made; receiving orders were subsequently made in two cases, and of the remaining two one was dismissed and one withdrawn. In Penang four interim receiving orders were made, of which two were withdrawn. In Singapore there were three compositions approved by the Court. Six deeds of arrangement were registered in Singapore, and thirty-three summonses for discovery were issued in respect of 27 estates; 32 were served; of these 27 were proceeded with or pending at the end of the year, the remainder being withdrawn. In Penang, twenty summonses were issued in respect of one estate; twelve were served, of which five were proceeded with and seven withdrawn. In Singapore, ten orders were made for monthly payments by debtors of portion of their salary to the official assignee for the benefit of their creditors. The District Court made ten administration orders under section 99; no order under this section was made by the Supreme Court. In Penang, three orders were made by the Court under section 50 for payment of monthly instalments by the debtors from their salaries for the benefit of the creditors.

On application made by the official assignee in Singapore warrants were obtained under section 24 against six persons in five bankruptcies; of these three were executed. One warrant was issued by the Police Court under section 103, but the debtor was not found. In addition to the difficulty referred to in paragraph 21 of the 1907 report, there is a further difficulty that a Supreme Court warrant under section 24 has no force outside the Colony and to obtain a police court warrant under section 103 proof is required both of the fact that the debtor has quitted the Colony and of the fact that he has done so within three months next before the presentation of a bankruptcy petition against him or service of a debtor's summons on him. There were five criminal prosecutions in Singapore, but none in Penang. Ten orders were made in Singapore, and one in Penang, for imprisonment under section 107 (a).

THE TURNOVER.

In Singapore, the gross estimated liabilities were \$775,079 as against \$1,866,332 in 1908, and the gross estimated assets were \$146,726, as against \$1,644,270 in 1908. The gross assets realized were \$120,656, as against \$136,835 in 1908. The estimated loss in Singapore amounted to \$658,423, and the estimated loss per annum was \$51.08 per centum as against \$7.33 in 1908.

In Penang, the gross estimated liabilities in cases where statements of affairs were filed amounted to \$271,944 as against \$1,580,561 in 1908; the gross estimated assets totalled \$176,620 as against \$314,651 in 1908; in these cases the gross assets realized amounted to \$27,140 as against \$12,488 in the preceding year, that is 3.1 per cent. of the estimated liabilities as against 5.1 per cent. in 1908.

In Singapore, 71 debtors were affected by the 62 receiving orders made. Their nationality was as follows:—Europeans, one; Eurasians, seven; Chinese, forty-nine; natives of India, nine; Singhalese, one; Japanese, two; naturalized Japanese (a Chionmaw) one; Straits-born Muhammadan, Tamil one. Of the 49 Chinese fourteen were Hokkien, eight Teochew, two Khehs, four Cantonese, 17 (including one woman) Straits-born and four unknown. In Penang, three, Eurasians, 14 Chinese, five Indians and two Malays were adjudicated bankrupt during the year.

COMMENTS.

Under General, Mr. Beatty remarks:—The figures, although approximately only, as the statements of affairs from which they were taken, are for the most part made out in a very optimistic spirit, show that the extreme depression in the local market, existing in 1908, began to pass off in the year under review; the position appeared to improve slowly throughout the year, native traders having learnt from the experiences of 1908 to restrict credit with the outports. It must also be remembered that the weakest financially of the native traders had been weeded out by the events of the preceding year. A feature of a number of the bankruptcies occurring in 1909 was that no action was taken against debtors until they had ceased to trade or failed for some time; they had, therefore, the opportunity of collecting their good debts before their affairs had come into the hands of the official assignee which made the work of the office in realizing assets more difficult. A number of debtors absconded when their shops were seized by the sheriff or the bailiff of the District Court, and bankruptcy proceedings were taken to insure that the property seized should be saved for all the creditors.

In Singapore one estate came into the hands of the Official Assignee under Chapter XLV of the Civil Procedure Code; it was fully administered. The Assistant Official Assignee, Penang, dealt with seven estates under the same chapter. Attached to the report are various useful appendices, and details of the receiving orders made in each Settlement—Straits, Teluk.

THE TYPHOON IN KOBE.

WRECK OF AN O.S.K. STEAMER. GREAT LOSS OF LIFE.

The typhoon experienced in Kobe on Tuesday night (10th instant) appears to have had a widespread effect, and although, as already noted, Kobe city and harbour happily escaped with comparatively slight damage, other places along the coast, less well protected, have suffered severely. The coast of Kishu or Wakayama prefecture seems to have suffered most. Besides numerous wrecks of fishing boats, one serious shipping disaster at least has occurred in the wreck of the O.S.K. steamer *Wakayama-maru*, 362 tons, involving the lives of over fifty persons. The vessel was lost in the port of Susami, Nishimuro district. A Wakayama dispatch states that the steamer, which left Osaka at 4.30 p.m. on the 9th instant for Atsuta, duly arrived at Wakayama and left there at 8 a.m. on the 10th instant. When off Kumano she encountered a heavy gale, and took shelter at Susami. The gale developed into a typhoon, and the shelter being insufficient the steamer was overwhelmed and sunk at 3.30 a.m. on the 11th. The steamer carried 4 first-class, 13 second-class, and 34 third-class passengers—51 in all. Of this number 15 were rescued, the remaining 36 being all drowned or missing. Of the crew numbering 33, as many as 18, including the captain, are drowned or missing. 80 bags of mails, of which 11 only have been saved.

A report on the disaster from the Tanabe Police to the Central Police at Wakayama says that while lying at Susami on the morning of the 11th instant the *Wakayama-maru* dragged her anchor owing to the high sea, and struck against a rock. As a result a large hole was stove in the bottom, and the vessel rapidly made water and sank. The surviving passengers and members of the crew are being taken care of in a temporary shed, while a search is being made by the police and villagers for the bodies of those missing, but the operations are greatly hampered by high seas. Up to 11 a.m. on Wednesday (11th) only six bodies had been recovered.

A telegram reaching the head-office of the Osaka Shosen Kaisha at 3.40 p.m. on the 11th states that 16 out of 55 passengers and 15 out of the crew numbering 34 have been rescued. Mr. Matsusaki, head of the account department, Mr. Hashimoto, Superintendent Captain, and four employees of the company proceeded to Susami by the *Atsuta-maru* on Wednesday afternoon. A doctor of the Takayasu Hospital, Osaka, and another attached to the Seamen's Aid Society in Osaka, also proceeded to Susami by the same steamer.

Captain Mayeda, aged 53, of the *Wakayama-maru*, who went down with the steamer, leaves a wife, a son aged 15, and a daughter aged 9, to mourn his loss.

STRANDING OF TWO TORPEDO DESTROYERS.

The two torpedo-destroyers *Shikima* and *Makigumo* were driven ashore at Tsu, Mie prefecture, in the bay, during the typhoon. It appears that the two destroyers, together with the cruiser *Iki*, returned to Tsu at 5 p.m. on the 10th inst. from target practice off Aoki in the bay. The destroyers anchored about 21 miles off shore, and the *Iki* about 5 miles outside the harbour. Shortly after 11 p.m. a violent easterly gale, accompanied by rain, blew up, and huge waves dashed against the vessels. The destroyers were thrown into a very dangerous position, and measures to secure the boats were taken. By 2 a.m. the force of wind had increased and the anchors of the vessels dragged. The auxiliary anchors were let go, but failed to hold, so that the engines had to be put in motion. These measures proved fruitless, however, and in about half-an-hour the two boats were blown on shore near the northern breakwater of the port of Niesaki, and became fast on sands about five yards from some houses on the beach. The crew of the two boats worked hard in the face of the high waves which were rolling in, and secured the boats with hawsers and timbers. The *Shikima* had her mast, with the wireless telegraphy apparatus, broken, and lost a torpedo, while her steering gear was thrown out of order. She now lies embedded in over 5 feet of sand. The *Makigumo* also had her engine and mast damaged and now lies in a similar position. The electric lights on the *Shikima* went out and her crew had to work in the dark. One of the sailors sustained a heavy blow in the side from a portion of the engine, and had several ribs broken. It is believed that about twenty days will be required to refit the boats.—*Japan Chronicle*.

SNAKE IN A BARBER'S SALOON.

REMARKABLE STORY FROM SHANGHAI.

The following interesting account appears in one of our Shanghai contemporaries:—Once every year newspapers are supposed to follow the time-honoured precedent of giving their readers a "big gooseberry" to swallow. Sea serpents have ever been favourites, but here in Shanghai journalistic ambition has had to be curbed, and it is seldom that anything more interesting than a snake comes along. Yesterday evening while a hair-dresser was performing his tonsorial operations in an establishment near the mouth of the Soochow Creek quite a scare was created among the patrons by the appearance of a large reptile in the saloon. An eye-witness describes it as well over eight feet in length and of a silvery colour, but so demoralised do the onlookers seem to have been that they failed to discover how it made its entrance. Whether the proprietor combined the profession of snake-charmer with that of hair-dresser is not known, but in a very cool manner he persuaded the snake to coil itself round a bamboo. Having done so he shouldered the stick, and trotting to the creek deposited bamboo, snake and all into its waters, and without loss of time returned to the practice of his art. The snake has not been seen since, but being regarded bred to the water did not dilate immersion.

HALLEY'S COMET.

OBSERVATIONS AT MANILA.

A long-cherished scientific belief in the solid composition of the nuclei of comets was relegated to the dust-heap of discarded astronomical theories this morning when Father Jose Algue and his assistant, Father John Comillas, failed to discover a single trace of solid matter in the head of Halley's comet during its passage before the face of the sun, says the *Manila Times* of 19th inst.

Despite a thin layer of clouds, conditions were favourable for the observations of the scientists. The intense light of the sun was shaded by the presence of three natural sunspots which would have made the detection of solid masses in the nucleus of the comet a comparatively easy matter.

But although the two observers stuck to their posts for almost three hours from before nine till after eleven o'clock they could find no trace of solid matter of the only part of the comet which it is world-famed.

Their observations have put an end to the scientific fear of the result of a collision between the earth and the head of a comet. Scientific dread of these weird visitors to our planetary system has been laid away forever.

The observers worked steadily from three o'clock this morning until after the comet had passed from the sun's face. Every available search, for any new "H.C." which might set light upon cometary laws.

Mr. Miranda Observatory at Baguio, where Father Coronas is in charge, was equally busy, as was the little observation tower at Antipolo where Father Saderra is making observations of the magnetic storm, now in progress.

At an early hour this morning, the comet presented the spectacle vouchsafed to mankind in historic times, according to the astronomers. Its length exceeded 15 degrees, the longest ever observed since astronomers first recorded the visit of comets.

Shortly before five o'clock as the tail was sweeping toward the earth at a velocity inconceivable to the human imagination, its flaming particles curved into the form of a protecting arm, and in a few moments the atmosphere of the world was seething with the dilute particles that compose it.

Outside of the observers, not a person in Manila felt or realized the hour in which the king of comets entered our atmosphere. At two o'clock this afternoon the last particle of comet dust swept out of the earth's influence on its long journey back into space.

It is believed that magnetic storms caused by the proximity of the comet were responsible for the failure of the electric current in Manila last night. Lights were out for some time and street cars were stopped for a few minutes.

Native fear of the comet reached a climax when the electric cars were forced to stop, as the stopping came immediately after a loud clap of thunder, and many of the occupants of the cars, remembering the proximity of the comet, knelt to the cars and prayed for their safety.

The comet has come and gone, but for the next few weeks it will be the greatest astral spectacle of the world's history. Stretching over two-thirds of the sky, it will light up the heavens as they have never been lighted before.

THE CRIME OF KIDNAPING.

WHOLESALE TRAFFIC IN CHILDREN.

In view of the fact that the offence of kidnaping is rife in the Colony, the following report taken from the *Shanghai Mercury* of the 14th inst. affords food for reflection:—

An extraordinary scene was witnessed at the Central Police Station this morning when twenty-seven kidnapped children were taken there for the purpose of identification. They were brought to Shanghai by the I. C. steamer *Hangsang* from Swatow where the authorities had been collecting them for several weeks. As is unfortunately but too well known a lively traffic in children exists between Shanghai and the southern ports, and these children, having been kidnapped in Shanghai or up country, had been smuggled down to Swatow in various steamers. In charge of them at various times three men and two women were taken into custody, and the whole crowd were sent to Shanghai under escort. On arrival here they were taken in charge by Det. Sub-Ins. Burnside and taken to the Central Police Station. Here as soon as it became known that they had arrived an anxious crowd assembled at the gate, and among the throng were several women who had evidently lost their children. These were permitted to come in and long and earnestly they scanned the faces of the children as well as looking for some special mark of identification, but their efforts were destined to disappointment. While the children were being fed, and some of them needed nourishment badly several of the bystanders obtained snapshots of the curious spectacle. On the whole they were a miserable looking lot, and it was evidently in one or two cases that either through the treatment they had received since being stolen from their homes or on account of disease death was not very far distant. They are spending the week-end in the Mixed Court, and on Monday their case will be presented to the court when the men and women taking part in this dread trade will be charged.

"TIMES" MAN AT PEKING.

Peking, May 15. Mr. Porter, of the staff of "The Times," is on a visit to Peking. His mission to Japan, which is now completed, was connected with the publication at an early date of a special Japanese edition dealing with industrial, artistic, economic and commercial matters. It is a socio-political publication. It is printed in English and will consist of eighty-eight pages. Mr. Porter's visit to Japan has given rise to various reports regarding his work, but they are without foundation.—*Y. C. News*.

WATER FOLLO.

OPENING MATCH.

The opening match of the season will take place to-morrow afternoon at 6 o'clock in the Naval Ordnance Chamber between the Victoria Recreation Club and the "Buffs." The former team will be captained by A. H. Carroll and consists of—A. V. Barros, A. S. Ellis, E. Lettan, J. M. Roca Pereira, Y. L. Roca, C. A. C. Rodriguez and A. N. Carroll.

ALLEGED PILOTING WITHOUT LICENCE.

JUDGMENT IN JAPANESE COURT.

In the Osaka Marine Court judgment was rendered in the case in which Captain J. S. Stevenson was charged with having piloted vessels in and out of Nagasaki harbour, without being in possession of the necessary licence, reports the *Japan Chronicle* . The charge stated that Captain Stevenson took the *Tenyo-maru* out of the harbour on two occasions, to wit, on November 9th, 1908, and January 25th, 1909, and once into the harbour, on January 1st, 1909; furthermore, that he took the *Chiyomaru* into Nagasaki on February 21st, 1909, and the *Minisato* out of harbour on August 11th, 1909. A second charge was preferred against Captain Stevenson, that he did not send in the necessary reports concerning the communications, as provided by law.

Captain Stevenson denied having piloted vessels in Nagasaki harbour, except on one occasion, when the Captain of the *Tenyo-maru* was taken suddenly ill, and so the duty of taking the vessel out of harbour devolved upon him (defendant). As regards the other charge his failure to send in the necessary reports to the authorities was due to the death of Mr. Loxton, the papers in his hands having apparently been lost.

On the first charge, the Court suspended Captain Stevenson's Island Sea pilotage licence for a month, and on the second, reprimanded him. We understand that Captain Stevenson will appeal against this decision.

LINGGI PLANTATIONS, LIMITED.

The following report of the directors and statement of accounts for year to 31st December, 1909, was to be presented at the annual general meeting of the company, held in the Lecture Room of the London Chamber of Commerce, on May 2.

The directors have pleasure in submitting their annual report and statement of accounts for the year 1909. In order to pay for the Kamuning Estate and provide working capital, further shares were issued during the year under review, and the capital of the company is now fully subscribed.

Revenue.—The total amount of rubber harvested was 545,219 lbs. The quantity secured in 1908 was 284,871 lbs. The number of trees tapped was 15,796 (including 39,161 tapped for the first time). The average cost of the rubber (f.o.b.) was 11.3-4d per lb, and the average net price obtained was 6.1-8d per lb.

A revenue of £55,315 15s 9d was derived from sale of rubber seeds, tin, etc.

The following tabulated statement may be of interest:—

	1908	1909.
Number of trees tapped	79,714	15,796
Average yield per tree	3.57 lbs.	3.59 lbs.
Average cost per lb	12.72d.	11.34d.
Net average price realised per lb.	4/2-5-6	6/1-8d.

Kamuning Estate.—This was purchased on 30 December, 1908, and a subsidiary company formed to take it over as from 1st August, 1909. Cultivated Area.—This has been surveyed during the year. The opened area amounts to 4,259 acres. Reserve 5,738 acres. Total 10,017 acres.

Estimate for 1910.—The manager's estimate is 850,000 lbs. of which, up to 31st March last 179,000 lbs. had been secured. The manager reports that the health of the coolies throughout the year has on the whole been good.

Profit.—The balance of profit, as shown by the accompanying accounts, amounts to £100,743.16.5. Of this amount the dividend of 7% on the preference shares and the interim dividends of 40% and 25% on the ordinary shares absorbed the sum of £59,200. Leaving a balance of £41,543.16.5.

The directors recommend that a final dividend of 100% making 105% for the year, be paid. Leaving a balance to be carried forward of £17,543.16.5.

During the year, at the invitation of the directors, Mr. Noel Trotter accepted a seat on the Board. The retiring directors are Mr. Noel Trotter and Mr. John Anderson, who being eligible, offer themselves for re-election. The auditors, Messrs. Lewis and Mounsey, also retire, and offer themselves for re-election.

"PROPERTY" for sale, surrounded by rubber, five years old, sounds attractive, until it is realised that the "property" in question is the office gamp, which has seen five years' hard wear, and is surrounded by a "strong, lady umbrella ring," as the hawkers say.

Events Coming.

Friday, 27th May. Auction sale, household furniture, "Good-luck" Oandit Road, 2.00 p.m.

Saturday, 28th May. Auction sale, salvaged gear ex s.s. *Tulshan*, Hughes and Hough, 11 a.m. Annual meeting, Peak Tramway Co., noon. Gynkhanu meeting, Race Course. Craggengower Cricket Club annual sports, Happy Valley.

Tuesday, 31st May. A. S. Watson & Co. annual meeting, noon. Welkin Ld. annual meeting, noon.

To-day's Advertisement.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ALSO, ON SATURDAY, the 28th May, 1910, at 11 a.m., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, The following Salvaged ex s.s. "TAISHAN":—3 CLOCKS, 2 PATENT LOGS, 1 PATENT SOUNDING MACHINE, 1 FLAG, 2 COMPASSES, 1 MERCURIAL BAROMETER, 1 TELESCOPE, 1 RULER, 1 SIGNAL BOOK, 1 SAILING DIRECTION BOOK, 1 TYPHOON BAROMETER, 1 WIND INDICATOR, 3 CHRONOMETERS, AND One NEW METAL BAND SAW and NEW EMERY DRILL CYLINDERS. Catalogues may be had on application. Terms:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 24th May, 1910.

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

May 24th, 11.00 a.m. The following quotations for rubber shares & Co.:

Alla ans	7/3
Anglo-Javas	Tls. 20
Anglo-Malays	30/6
Balgovies	51/3
Batu Tigas	—
Berians	—
Bukit Kajang	—
Bukit Rajahs	—
Carey Uniteds	30/6 prem.
Castelfields	132/6
Changkat Serdangs	520
Cheras	51/3
Damansaras	185/6
Eastern Internationals	47/6 prem.
Fed. Selangors	—
Glenfields	53/50
Glenfields	162/6
Golconda	147/6
Golden Hopes	—
Highlands and Lowlands	147/6
Indragiris	335
Inch Kenneths	—
Jequies	—
Jonglans	—
Kamunings	103/6 prem.
Kuala Lumpur	215/6
Landorons (fully paid)	121/6
Landorons (ppd.)	—
Labus	—
Ledburys	110/6
Linggis	63/6
London Asiatics	167/6
London Ventures	6/6
Merlimans	—
Pajans	5/8
Pegohs	550
Rubber Trusts	57/6 prem.
Saggs	—
Sandycrofts	540
Sapongs	41/6
Seafields	—
Sekongs	37/6 prem.
Sheldons	82/6
Singapore & Johore	520
Sumatra Bataks	—
Sungei Chohs	135/6
Sungei Kapars	55/6 prem.
Tandjongs	—
Tangkabs	33/6 prem.
Toerangle	7/6 prem. nom.
Ulu Rautu	—
United Serdangs	152/6
United Singapore	53/6 ex rights
United Sumatras	13/6
United Langkats	—

APRIL RUBBER RETURNS.

Agents Derrick and Co. Port Dickson Rubber—182 lbs.

The *Times of Malaya* is informed that Kinta Ltd. had declared a further dividend of one shilling.

Intimations.

THE DAIRY FARM CO., LIMITED. Choice Australian BEEF, LAMB, MUTTON, and RABBITS.

The "ASAHI" Brewery is situated near the "Saila" bridge. These Celebrated waters are used in the manufacture of our beers.

Purity guaranteed. Stock taken daily. per case 4 doz. 11/6. per case 8 doz. 21/6. To be obtained at all Retailers.

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THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Assisted, SHEWAN, TOMES & CO., General Managers. Hongkong, 10th March, 1908.

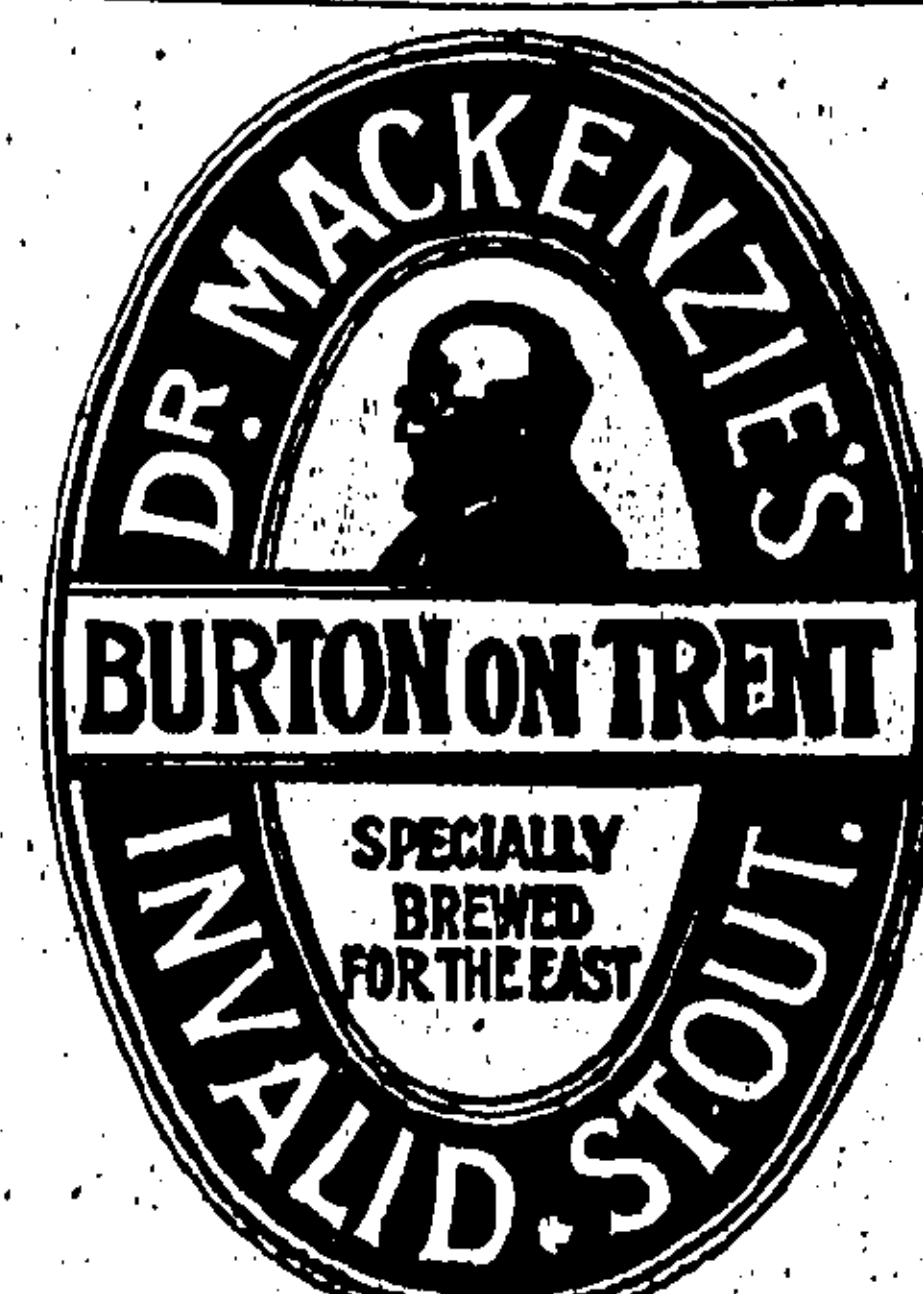
A TOO STABLE.

Established a SHORING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIER by arrangement. Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES: At the Stables or anywhere in Hongkong, 5s per animal. At Kowloon, 3s per animal. A TOO STABLE, Leighton Hill Road. Hongkong, 23rd March, 1910.

JAPANESE MASSAGE.

Masseur MEIJI SHA, GRADUATE OF KOBE MESSAGE SCHOOL. ATTENDANCE AT PATIENTS' RESIDENCE. No. 171, WANCHAI ROAD, GROUND FLOOR. Hongkong, 10th January, 1910.



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UNSURPASSED IN QUALITY AND CONDITION. LIGHT, PALATABLE AND HIGHLY NUTRITIOUS. BEST VALUE.

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From Hongkong.	From Quebec.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF CHINA" SATURDAY, JUNE 11TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 14TH.
"EMPRESS OF INDIA" SATURDAY, JUNE 18TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	
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Passengers will depart from Hongkong at 6 p.m. 12 noon. The "Empress" Steamers will be equipped with a Special Mail, Express, and Cabin and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the latest wireless apparatus.

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INDO-CHINA STEAM NAVIGATION CO., LD.

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For Singapore, Penang & Calcutta, KUMSANG, THURSDAY, 10th May, Noon.

SHANGHAI, BANGSANG, THURSDAY, 26th May, Noon.

MANILA, LOONGSANG, FRIDAY, 27th May, 4 P.M.

TIENTSIN, CHEONGSHING, WEDNESDAY, 1st June, 4 P.M.

MANILA, CHEONGSANG, FRIDAY, 3rd June, 4 P.M.

SHANGHAI, KOBE & MOJI, FOKSANG, FRIDAY, 10th June, Noon.

RETURN TOURS TO JAPAN (Occupying 14 Days).

The steamers Kumsang, Namsang and Foksang leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

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General Managers. Telephone No. 215. Hongkong, 24th May 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

TO SAIL.	STEAMERS.	TO SAIL.
MANILA, ZAMBOANGA & AUSTRALIA.	"CHANGSHA" 26th May, 4 P.M.	
SHANGHAI	"SHANGHAI" 26th " 4 P.M.	
AMO, NINGPO, CHEFOO and NEW CHOWANG	"PAOTING" 27th " 4 P.M.	
SHANGHAI	"LINAN" 29th " Daylight.	
CHEFOO & TIENTSIN	"HUIHOW" 29th " Daylight.	
CEBU & ILOILO	"KAIFONG" 31st " 4 P.M.	
SHANGHAI	"ANHUI" 2nd June, 4 P.M.	

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N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

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Steamship.	Tons.	Captain.	For	Sailing Dates.
KUBI	8540	A. Fraser	MANILA	SATURDAY, 28th May, at Noon.
ZAFIRO	8540	R. Rodger	"	SATURDAY, 4th June, at Noon.

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Hongkong, 14th May, 1910.

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OSAKA SHOSEN KAISHA.

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For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 15th June, at Noon.
TACOMA v. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. ...		WEDNESDAY, 20th June, at Noon.

The Co's newly built steamers have fair speed. Superior accommodation for steerage passengers. A limited number of Cabin passengers carried at low rates.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 25th May, at 10 A.M.
TAMUI v. SWATOW & AMOY	"DAIJIN MARU" Capt. Y. Koburaki	SUNDAY, 29th May, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJON MARU" Capt. Y. Fuso	THURSDAY, 2nd June, at 8 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. 1st class cuisine.

The newly built steamers: "OHOSHUN MARU" 620 "TOSHI" 620 "TOSHI" 620

First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply to the Company's Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 21st May, 1910.

NIPPON Yusen Kaisha.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HIRANO MARU, Capt. H. Fraser, Tons 9000 TANGO MARU, Capt. A. Christensen, Tons 8300 KAMO MARU, Capt. F. L. Sommer, Tons 9000	WEDNESDAY, 25th May, at Daylight. WEDNESDAY, 8th June, at Daylight. WEDNESDAY, 2nd June, at Daylight.

VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 18th June From KOBE.
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VICTORIA, B.C., & SEATTLE	TAMBA MARU, Capt. K. Sato, Tons 7000 AWA MARU, Capt. S. Ishikawa, Tons 7000	TUESDAY, 24th May, at 4 P.M. TUESDAY, 21st June, at 4 P.M.
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SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMAKO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Sekino, Tons 5000	FRIDAY, 10th June, at Noon. FRIDAY, 8th July, at Noon.
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BOMBAY, via SINGAPORE AND COLOMBO	BINGO MARU, Capt. S. J. G. Parsons, Tons 7000	TUESDAY, 31st May.
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NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekino, Tons 5000	WEDNESDAY, 8th June, at Noon.
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KOBE and YOKOHAMA	AKI MARU, Capt. K. Homma, Tons 7000	MONDAY, 30th May, A.M.
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SHANGHAI, MOJI & KOBE	IOSA MARU, Capt. Y. Nomura, Tons 6000	TUESDAY, 24th May.
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CHEAPEST SUMMER RATES BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

* Fitted with new system of wireless telegraphy. † Cargo only. * Carries deck passengers

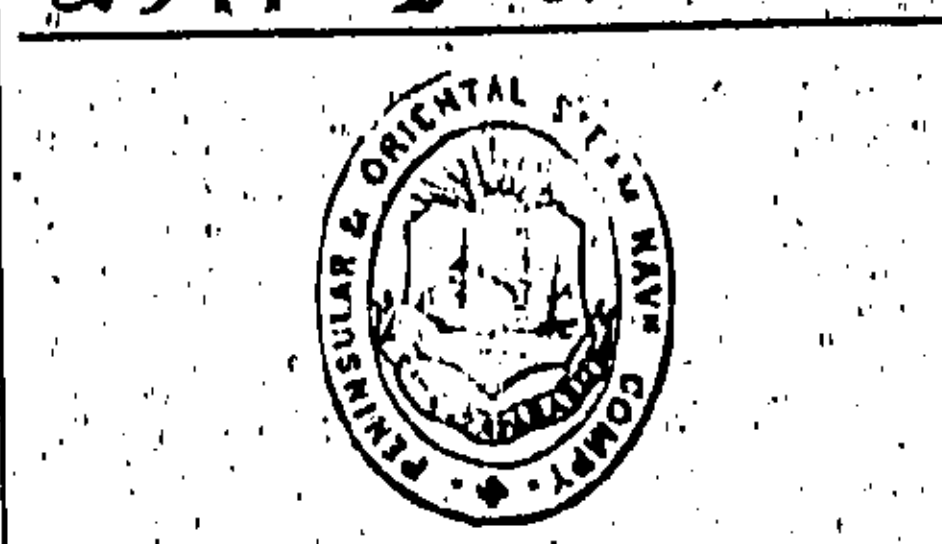
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, OCEAN, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BARATIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain H. Powell, carrying 115 Males, will be despatched from this for BOMBAY, &c., on SATURDAY, the 18th May, 10.0, at Noon, taking Passengers and Cargo for the above Ports in connection with the above mentioned steamers, which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Himalaya, due in London on 10th July, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent

Hongkong, 16th May, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE,"

Captain G. E. Warner, will be despatched as above on or about 25th inst.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 4th May, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK ONLY:

S.S. "SURUGA" About 31st May.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 3rd May, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above on MONDAY, the 30th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 13th May, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER B.C., TACOMA & SEATTLE

via MOJI, KOBE AND YOKOHAMA

Steamer Tons Captain Sailing Date

Ocean 4,657 F. W. Davies 11th June

Svevia 6,332 F. S. Cowley 18th June

Kyushu 6,232 J. Mathie 24th July

Ayuma 4,953 J. Boyd 26th July

* This steamer will NOT call at Shanghai.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 13rd May, 1910.

Shipping—Steamers.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KODAT AND SANDAKAN.

Taking Cargo at Through Rates to Tawau, Lahad Datu, Labuan, Jolo and Mesado.

THE Steamship

"BORNEO,"

Captain F. Bernhill, (ready to load on Wednesday, a.m.) will leave on THURSDAY, the 26th instant, at 9 A.M.

For Freight or Passage, apply to NORDDEUTSCHER LLOYD.

MELOCHERS & Co., General Agents.

Hongkong, 23rd May, 1910.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR,"

Capt. W. D. A. Thomas, will be despatched for the above Ports on SATURDAY, the 28th May, at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occupying 20 days).

Return tickets are available by the Indo-China Steam Navigation Co's steamers.

Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 21st May, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"AFRICAN PRINCE,"

will be despatched for the above Port on TUESDAY, the 14th June, 1910.

For Freight or Passage, apply to ARNHOLD, KARBURG & CO., General Agents.

Hongkong, 17th May, 1910.

Intimations

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, cooling and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO., Agents.

Hongkong, 13th December, 1909.

F. BLACKHEAD & Co., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RA

SHARE QUOTATIONS.

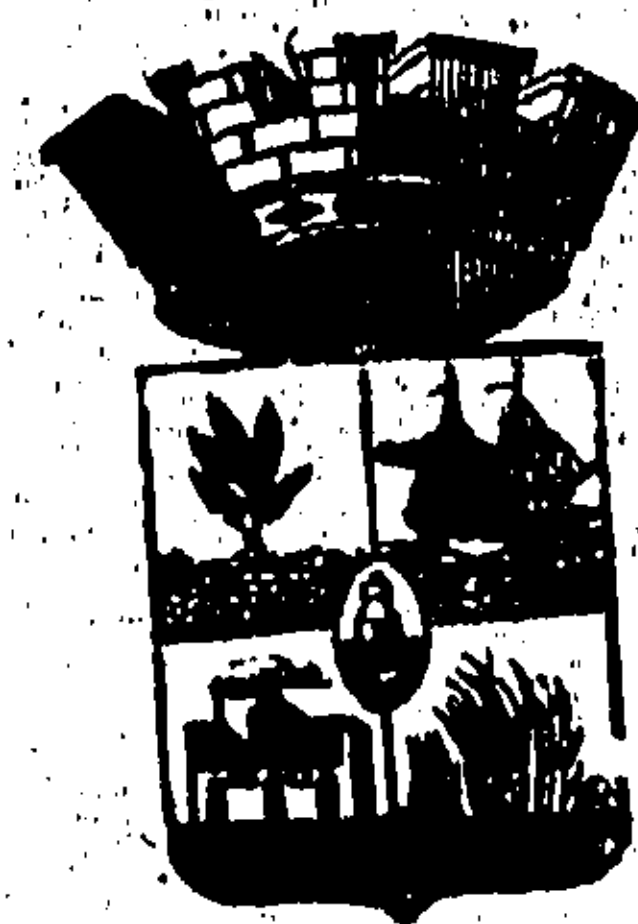
Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN ON INVESTMENT BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$154,000	\$2,023,118	\$2.50 for half year ending 31.12.09 @ ex 1/10 = \$5.11	4 1/2 %	\$945 sellers London 290 1/2
National Bank of China, Limited.....	99,925	7	6	\$4,000 \$1,000,000	\$30,552	\$2 (London 2/6) for 1909 .....	...	\$26 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,183 \$102,791 \$185,000	none	\$10 for 1908.....	6 %	177 1/2 buyers
North China Insurance Company, Limited	10,000	15	15	Tls. 225,000 Tls. 225,000 Tls. 140,385	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 170
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,000,000 \$195,448 \$195,448 \$718,985	\$287,984	Final of \$10 per share, making in all \$50 per share for 1909 and an interim divi- dend of \$30 per share for 1909	6 %	\$835 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$204,405 \$199,264	\$707,637	\$12 and bonus \$5 for 1907	7 %	\$330
FIRE.								
China Fire Insurance Company,	20,000	\$100	\$20	\$1,000,000 \$530,343 \$61,163	\$438,406	\$6 and bonus \$3 for 19 8	7 %	\$114 buyers
Hongkong Fire Insurance Company, Limited....	8,000	\$250	\$50	\$1,400,000	\$436,218	\$27 for 19 8	8 %	\$347 1/2 buyers
SHIPPING.								
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$100,000 \$250,000	...	\$2 1/2 for 1906 .....	...	\$8 sellers
Hongkong, Canton & Amoy Steamship Co., Ltd....	80,000	\$15	\$15	\$1,000,000 \$107,500 \$103,545 \$19,100	120,766	Final of \$1 1/2 for account 1910	8 %	29 1/2 sales
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. Do. (Deferred)	60,000 60,000	25 25	25	\$10,000,000 \$740,000	111,755	6/- for 1907 on Preference shares only @ ex 1/10 11/16 = \$3.14 .....	...	\$72
"Shell" Transport and Trading Company, Limited ..	2,000,000	1	1	\$70,000,000 \$70,000,000	112,994	3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	97 1/2
"Star" Ferry Company, Limited	10,000 10,000	\$10 \$10	\$5 \$5	\$71,850 \$52,651	12,159	A dividend of 7 1/2 % for 1907 ending 30.9.1910 & bonus of 5 %	4 1/2 % 3 1/2 %	\$24 1/2 ex div. \$14 ex div.
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$500,000 \$53,620	Dr. \$7,000	\$10 per share for 1909	5 1/2 %	\$177 sellers
Luron Sugar Refining Company, Limited.....	7,000	\$100	\$100	...	Dr. \$125,891	\$3 for 1897 .....	...	\$28 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 1,000,000	Tls. 6.02	Tls. 10 for year ending 31.8.09 .....	...	Tls. 920 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	1	1	\$215,000 \$84,390	11,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 18
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year .....	...	Pa. 10 buyers
Raub Australian Gold Mining Company, Limited ..	150,000 50,000	1 1	Pa. 10 18/10	...	11.4,191	\$1 per share 13th dividend	5 %	\$8 sellers
DOCKS, WHARVES & GODOWNS.								
Farwell (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.09 .....	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd....	60,000	\$550	\$50	\$550,000 \$3,593 \$40,000	\$264,847	\$1 1/2 for 1909	4 1/2 %	\$59
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$88,442 \$220,000	112,715	Interim of \$1 1/2 for account 1909 .....	...	\$19 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 \$121,000	Tls. 0.46	Interim of Tls. 2 1/2 for 1910	6 1/2 %	Tls. 77
Shanghai and Hongkew Wharf Company, Limited....	35,000	Tls. 100	Tls. 100	Tls. 697,457 Tls. 50,000 Tls. 115,000	Tls. 9,222	Final of Tls. 4 for 19 9	7 %	Tls. 122
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 4,314	Tls. 6 for year ending 30.4.09	5 1/2 %	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	\$15,000	\$24,811	\$1.20 on old and 60 cents on first new issue (\$2.60 on old shares and 1.30 on new shares)	7 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$1,277	Interim of 3/- for account 19 9	6 1/2 %	\$8 1/2
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	\$250,000	\$27,911	45 cents for 1909	6 %	\$8 1/2
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	\$25,000	\$5,471	\$2 1/2 for 1909	8 1/2 %	\$30 buyers
Kowloon Land and Building Company, Limited ..	6,000	\$50	\$50	none	\$29	Final of 6 % bonus Tls. 1 for 1909.....	6 1/2 %	Tls. 112
Shanghai Land Investment Company, Limited ..	78,000	Tls. 50	Tls. 50	Tls. 1,225,045 Tls. 30,000	Tls. 63,909	Final of \$2.80 for account 1909.....	8 1/2 %	\$40 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	11,958	...	...	...
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd....	20,000	Tls. 50	Tls. 50	Tls. 250,000	10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 130 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 40,098 \$1,000	19,551	50 cents for year ending 31.7.08	8 %	\$4 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.09	12 %	Tls. 62
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,810	Tls. 6 for 1909	7 %	Tls. 74
Sey Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 1,217 1/2	Dr. 31,173	Tls. 25 for 1909	10 %	Tls. 250
MISCELLANEOUS.								
Be's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500	\$48	15 % per share for 1908 .....	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	Nil.	60 cents for 1909	6 %	\$11 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,118	10 cents for year ended 25.2.06 .....	...	\$2 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000	2,602	80 cents for 1909	9 %	\$8 1/2 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000	11,892	\$1.20 for year ending 31.7.09	6 1/2 %	\$19
Green Island Cement Company, Limited	400,000	\$20	\$10	\$13,000	\$4,290	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$7 1/2 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000	\$670	80 cents for year ending 31.12.08	6 1/2 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$12,798	A dividend of \$1.20 per share and a bonus of 10 cents	6 %	\$30 s. & 19 1/2 b.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000	\$7,616	Final of \$3 for 1909	6 %	\$160 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000	\$9,176	Final of \$1 making in all \$2 for 1910	9 %	\$21 sellers
Maatschappij tot Mijn- Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 25,000 Tls. 6,524	Tls. 216,682	4th interim of Tls. 2 1/2 for 1909	5 %	Tls. 2,475
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000	\$4,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09...	5 1/2 %	\$15 1/2 buyers
Peak Tramways Company (new).....	50,000	\$10	\$10	none	Dr. 18,640	None .....	...	\$10 buyers
Philippine Company, Limited	75,000	\$10	\$10	...	...	Final Tls. 5 making Tls. 8 for 1908	2 %	Tls. 220 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 7,000	Tls. 5,250	None .....	...	\$25 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,006	40 cents for year ending 31.5.09	8 1/2 %	\$5 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	...	\$63	60 cents for year ending 31.12.09	8 %	\$9 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$10,000	none	60 cents per ord. share for year ending 31.5.09	5 %	\$14 1/2 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$50,000 25,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$6 1/2 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	none	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 .....	...	\$3 sellers
William Powell, Limited	15,000	\$7	\$7	none	...	First year .....	...	\$35 sales
Societe des Pulpes et Papeteries du Tonkin.....	13,200 Benefit shares 1,300	50 Haplong	25 Currency	none	none	...	...	...

Intimations

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL 25,000,000.



LA FLOR DE LA ISABELA.

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Parientes Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.

Denmarks Pride



HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

49

NEW SHOP!
JUST OPENED!!Do not miss looking at
our wonderful selections of
RARE JEWELS,
&c., &c., &c.

MOHIDEEN & CO.

Dealers in
CEYLON PRECIOUS
STONES, &c.
38 & 40, QUEEN'S ROAD
CENTRAL.KWONG FUNG YUEN,
HEAD OFFICE—No. 83, Des Voeux Road West
TIMBER YARDS—Kennedy Town.GENERAL CONTRACTORS
TO
H.B.M. Naval and Military
Authorities.HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yucca, Hardwoods, Oregon Spruce,
Chinese Spar, Chinese Pine of all descriptions.
Inspection invited to the Yards.
Best Terms.
Quick delivery.
LEUNG TAI,
Managing Director,
Hongkong, 19th January, 1910.

FREE TRIAL.

TRY THE
ROYAL STANDARD
TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will
Always Give Satisfaction.PHONE No. 482 and the machine
will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,
GRAMAPHONES,AND
SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

43, DES VOEUX ROAD.